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COMPETITIVE ADVANTAGES

AT

THE PORT OF SAN FRANCISCO

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REFERENCE BOOK

Not to be taken from the Library

LOWER PORT COSTS

- **Revenue Sharing on Wharfage and Dockage**
- **Discounts applied immediately to improve cash flow.**
- **Simple agreements ease administration.**
- **No travel time payable to longshoremen in SF**
- **Lowest crane rates in California**



**Port of
San Francisco**

PORT ANNEX

- **Nationwide Distribution of Imports via 3 transcontinental rail systems**
- **Value-Added, Double Stack and Transloading services at one location**
- **Foreign Trade Zone status (planned for 1991)**
- **Direct train service to Ocean Terminals will eliminate trucking problems for fruit and nut shipments. (planned for 1990)**
- **No service charges applied to San Francisco cargo**

OVERWEIGHT CORRIDOR

- One Boxcar equals two overweight containers - - EXCEPT IN SAN FRANCISCO's "Overweight Corridor".
- Inexpensive and easily obtainable permits allow loads 13,000 lbs. heavier than legal elsewhere in California.
- No restrictions on tractor, type of chassis, speed limit or hours of operation.
- All terminals connected to all types of cargo handling facilities within the Corridor, including many which are rail-served.



**Port of
San Francisco**

NEARBY SUPPORT SERVICES

Located within or adjacent to the Port, just minutes from San Francisco container terminals:

- Two of Northern California's four C.E.S. sites
- Four of the Bay Area's Seven U.S.D.A. approved cold storage warehouses
- A variety of rail-served warehouses, on or off dock
- U.S. Customs Select Station (at North Terminal)



**Port of
San Francisco**

CARGO SOURCES

Cargo generating businesses are housed within the Port to reduce trucking time and expense and give San Francisco lines a competitive advantage:

- **California's largest cotton warehouse**
- **A haycube transloading facility, also the area's only fumigation site approved by the Japanese Government**
- **A wastepaper baling plant**
- **The region's first Foreign Trade Zone**



**Port of
San Francisco**

FIRST/LAST PORT OF CALL ADVANTAGES

- **Naturally deep water/unrestricted vessel access**
- **Direct service by Southern Pacific Lines - - the leading Central Corridor carrier**
- **A day's steaming closer to Asia than Southern California**
- **System improvements to accommodate double stack trains**
- **A balanced local market to complement intermodal movements**



**Port of
San Francisco**

SPECIAL RAIL ADVANTAGES

- **The region's only on-dock ICTF**
- **All terminals served by rail**
- **Rail served covered storage - - on or off dock - - enables any kind of transloading operation**
- **Tunnel enlargements (planned for 1990) allow double-stacking of high-cube containers and shipside delivery by rail of oversized pieces**



**Port of
San Francisco**

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